





## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

|               |            |                      |
|---------------|------------|----------------------|
| S.S. "HONAM," | 2,363 tons | Captain H. D. Jones. |
| "POWAN,"      | 2,338 "    | " W.A. Valentine.    |
| "FATSHAN,"    | 2,260 "    | " R. D. Thomas.      |
| "HANKOW,"     | 3,973 "    | " C. V. Lloyd.       |
| "KINSHAN,"    | 1,995 "    | " J. J. Lossius.     |

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain G. F. Morrison, R.M.R. Departures from Hongkong to Macao on week days at 2 P.M., on Sundays at Noon, except when otherwise notified by Express.

Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.

Departures from Macao to Hongkong daily at 8 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,191 tons, Captain T. Hamlin. This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Wilcox. S.S. "NANNING," 569 tons, Captain C. Butchart. One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yanki, Mahing, Kumchuk, Kau-Kong, Bamshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARE:—Canton to Wuchow, Single \$15.00. Return \$25.00.  
Canton to Tak-Hing, Single \$12.50. Return \$21.00.  
Canton to Bamshui, Single \$7.50.

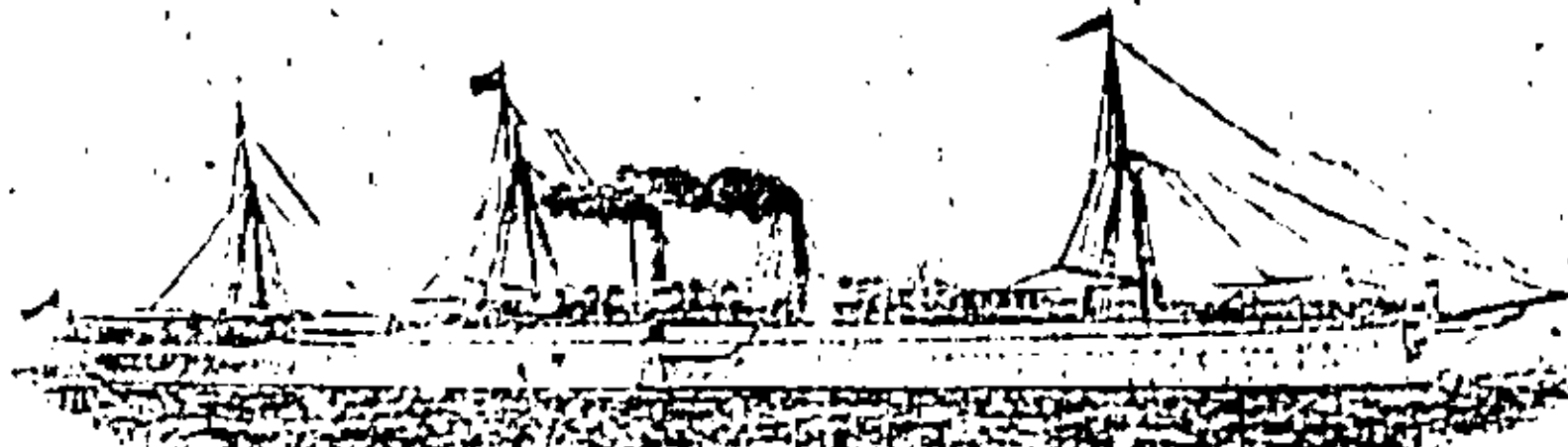
The above vessels have superior Saloons and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st March, 1906.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



## Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

| PROPOSED SAILINGS.   | Tons  | LEAVE HONGKONG     | ARRIVE VANCOUVER |
|----------------------|-------|--------------------|------------------|
| "TARTAR,"            | 4,125 | WEDNESDAY, May 23  | June 16          |
| "EMPERESS OF CHINA," | 6,000 | WEDNESDAY, May 30  | June 20          |
| "EMPERESS OF INDIA," | 6,000 | WEDNESDAY, June 20 | July 11          |
| "ATHENIAN,"          | 2,440 | WEDNESDAY, June 27 | July 21          |
| "EMPERESS OF JAPAN," | 6,000 | WEDNESDAY, July 11 | August 1         |
| "MONTEAGLE,"         | 5,500 | WEDNESDAY, July 18 | August 11        |

THE Quickest route to CANADA UNITED STATES AND EUROPE, calling at SHANGHAI, HAI, NAGASAKI, (through the PANAMA CANAL), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.  
Hongkong to London, Intermediate or Steamer, and 1st Class Rail, £40. £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rules of Freight and Passage, apply to  
D. W. CRADDOCK, Acting General Agent,  
Hongkong, 9th May, 1906. Corner Pedder Street and Praya, opposite Blakes Pier. [13]

## HAMBURG-AMERIKA LINIE.

OBERSTÄDTISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

| STEAMERS.       | DESTINATIONS.                          | SAILING DATES.                      |
|-----------------|----------------------------------------|-------------------------------------|
| ARCADIA         | HAVRE and HAMBURG.                     | 30th May } Freight.                 |
| Hildebrandt     | (Calling at S'PORE, PENANG & COLOMBO). |                                     |
| G. FERD. LAEISZ | MARSEILLES, HAVRE & HAMBURG.           | 4th June } Freight.                 |
| Meyerdiercks    | (Calling at S'PORE, PENANG & COLOMBO). |                                     |
| SITHONIA        | HAVRE and HAMBURG.                     | 6th June } Freight.                 |
| Bremer          | (Calling at S'PORE, PENANG & COLOMBO). |                                     |
| ANDALUSIA       | HAVRE and HAMBURG.                     | 24th June } Freight.                |
| Schmidt         | (Calling at S'PORE, PENANG & COLOMBO). |                                     |
| ACILIA          | HAVRE and HAMBURG.                     | 28th June } Freight.                |
| Schuelke        | (Calling at S'PORE, PENANG & COLOMBO). |                                     |
| RHENANIA        | HAVRE and HAMBURG.                     | 12th July } Freight and Passengers. |
| Frick           | (Calling at S'PORE, PENANG & COLOMBO). |                                     |

\* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin midships. Lighted throughout by Electricity. Duly qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
King's Buildings.

Hongkong, 15th May, 1906.

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

## STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

## PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

| STEAMERS.             | SAILING DATES.             |
|-----------------------|----------------------------|
| PRINZ HEINRICH        | WEDNESDAY, 23rd May.       |
| ROON                  | WEDNESDAY, 6th June.       |
| PREUSSEN              | WEDNESDAY, 20th June.      |
| ZIETEN                | WEDNESDAY, 4th July.       |
| GNEISENAU             | WEDNESDAY, 18th July.      |
| BAYERN                | WEDNESDAY, 1st August.     |
| PRINZ REGENT LUITPOLD | WEDNESDAY, 15th August.    |
| PRINZ EITEL FRIEDRICH | WEDNESDAY, 29th August.    |
| SACHSEN               | WEDNESDAY, 12th September. |

ON WEDNESDAY, the 23rd day of May, 1906, at Noon, the Steamship PRINZ HEINRICH, Capt. Grosch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 21st May, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 22nd May, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 22nd May.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.40 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardses.

Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

|                                            | 1st Class  | 2nd Class  | 3rd Class  |
|--------------------------------------------|------------|------------|------------|
| TO NAPLES, GENOA & GIBRALTAR               | £61. 0. 0. | £42. 0. 0. | £21. 0. 0. |
| Return                                     | 91. 0. 0.  | 61. 0. 0.  | 31. 0. 0.  |
| TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG | 65. 0. 0.  | 44. 0. 0.  | 24. 0. 0.  |
| Return                                     | 97. 0. 0.  | 66. 0. 0.  | 36. 0. 0.  |
| TO NEW YORK VIA SUEZ                       | 61. 0. 0.  | 44. 0. 0.  | 26. 0. 0.  |
| VIA NAPLES, GENOA OR GIBRALTAR             | 115. 0. 0. | 79. 0. 0.  | 47. 0. 0.  |
| Return                                     | 68. 0. 0.  | 46. 0. 0.  | 27. 0. 0.  |
| VIA BREMEN OR SOUTHAMPTON                  | 123. 0. 0. | 83. 0. 0.  | 49. 0. 0.  |

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

## TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA, instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HRRBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

| STEAMERS.       | Tons. | SAILING DATES.      |
|-----------------|-------|---------------------|
| WILLEHAD        | 4,763 | TUESDAY, 29th May.  |
| PRINZ WALDEMAR  | 3,227 | TUESDAY, 26th June. |
| PRINZ SIGISMUND | 3,392 | TUESDAY, 24th July. |

ON TUESDAY, the 29th day of May, 1906, at Noon, the Steamship WILLEHAD, Capt. Obenauer, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

|                                          | 1st Class   | 2nd Class   | 3rd Class  | 1st Class          | 2nd Class   |
|------------------------------------------|-------------|-------------|------------|--------------------|-------------|
| TO MANILA                                | \$50.00     | \$30.00     | \$20.00    | Return \$85.00     | \$50.00     |
| TO NEW GUINEA                            | £18. 0. 0.  | £18. 10. 0. | £14. 0. 0. | Return £42. 0. 0.  | £27. 15. 0. |
| TO BRISBANE                              | £30. 0. 0.  | £20. 0. 0.  | £14. 0. 0. | Return £54. 0. 0.  | £36. 0. 0.  |
| TO SYDNEY                                | £31. 0. 0.  | £23. 0. 0.  | £15. 0. 0. | Return £59. 10. 0. | £41. 10. 0. |
| TO MELBOURNE                             | £34. 10. 0. | £24. 0. 0.  | £16. 0. 0. | Return £62. 5. 0.  | £44. 5. 0.  |
| TO YOKOHAMA                              | \$80.00     | \$60.00     | \$40.00    | Return \$170.00    | \$120.00    |
| TO KOBE                                  | \$95.00     | \$70.00     | \$50.00    | Return \$170.00    | \$120.00    |
| TO YOKOHAMA & back from KOBE to HONGKONG | \$140.00    | \$100.00    |            |                    |             |

## THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

|                                                              | 1st Class  |
|--------------------------------------------------------------|------------|
| TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer | £97. 0. 0. |
| TO EUROPE VIA AUSTRALIA AND AMERICA                          | 96. 0. 0.  |

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE.

| FOR                                 | STEAMERS       | ABOUT                |
|-------------------------------------|----------------|----------------------|
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | PREUSSEN       | WEDNESDAY, 23rd May. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | ZIETEN         | WEDNESDAY, 6th June. |
| YOKOHAMA & KOBE                     | PRINZ WALDEMAR | WEDNESDAY, 6th June. |

\* Reaching Yokohama in less than 6 days.

## TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.

Via VANCOUVER or SAN FRANCISCO to NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. &amp; O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

|                                       | 1st Class  |
|---------------------------------------|------------|
| TO LONDON VIA FLYMOUTH OR SOUTHAMPTON | £61. 0. 0. |
| TO BREMEN                             | 63. 10. 0. |
| TO PARIS VIA CHERBOURG                | 65. 0. 0.  |
| TO NAPLES, GENOA VIA GIBRALTAR        | 65. 0. 0.  |

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,  
AGENTS.

Hongkong, 10th May, 1906.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

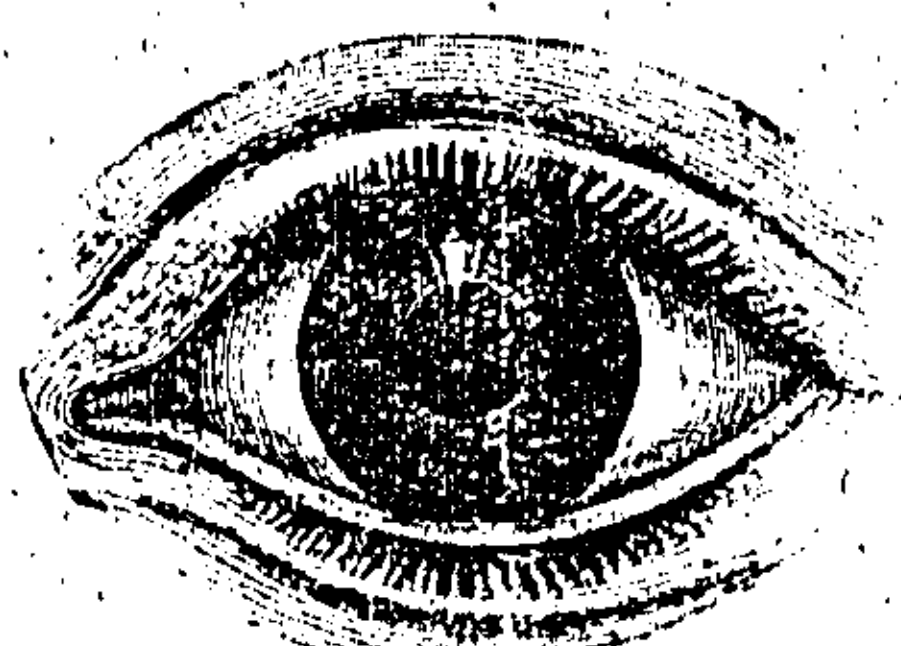
The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.  
Liebers, Sootts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

[39]



EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,  
21, John Street, Bedford Row, W.C. 59, Bentinck Street. 565, Nanking Road.  
Hongkong, 27th November, 1905. [48]

## WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

## S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY and THURSDAY, AT 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

## HONGKONG-WUCHOW LINE.

## S.S. "LINTAN" and S.S. "SAN-UI"

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS. THE steamers sail from HONGKONG to SAMSHUI, SHUING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip ..... \$30. These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD &amp; SWIRE,

AGENTS, WEST RIVER BRITISH S.S. CO. HONGKONG.

Hongkong, 23rd December, 1905.

[14]

JAVA-CHINA-JAPAN LINE.  
REGULAR THREE-WEEKLY SERVICE  
BETWEEN  
JAVA, CHINA, AND JAPAN.

| Steamer.  | From  | Expected on or about | Will leave for     | On or about      |
|-----------|-------|----------------------|--------------------|------------------|
| TIJMAHI   | JAVA  | Second half May      | JAPAN VIA SHANGHAI | Second half May  |
| TJILIWONG | JAPAN | Second half May      | JAVA PORTS         | Second half May  |
| TJIPANAS  | JAVA  | First half June      | JAPAN VIA SHANGHAI | Second half June |
| TJILATJAP | JAPAN | Second half June     | JAVA PORTS         | Second half June |

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to  
THE HEAD AGENCY  
OF THE  
JAVA-CHINA-JAPAN LINE.Telephone No. 375.  
YORK BUILDINGS, 1st Floor.  
Hongkong, 9th May, 1906.

[15]

KWONG SANG & Co.,  
No. 70, "WILLINGTON STREET"GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies, Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.  
Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906. [180]

## THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1905. [160]

## FOR SALE.

WELSBACH'S IN-DOOR and OUT-DOOR 4-LIGHT GAS ARC LAMPS,

DO. BOXED LIGHTS,

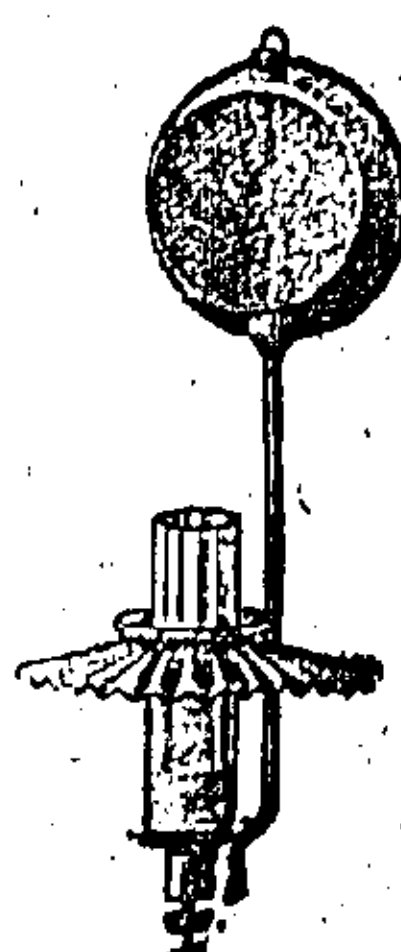
DO. HARP LAMPS,

DO. MANTLES, OHIM-NEYS, GLOBES,

SHADES, &amp;c., &amp;c.,

and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

NAPHTHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.

TAT KWONG CO.,  
109, Des Voeux Road Central,  
Hongkong, 10th April, 1906. [159]



## Intimations.

# Powell's

## NEW DRESS FABRICS

for SUMMER GOWNS are wonderfully cheap.

## MUSLINS

from 25 cents per yard.

## FRENCH DELAINES

\$1 per yard.

## "TENNESSEE" COLOURED DRESS LINENS

will wash and wear splendidly, 75 cents per yard.

## VOILES, NAINSOOKS, ZEPHYRS, LAWNs,

&c., &c., in large variety.

## FIRST-CLASS DRESSMAKING

At very moderate charges.

## W.M. POWELL, LTD.,

Alexandra Buildings, HONGKONG.

Hongkong, 5th May, 1906.

## Intimations.

K. A. J. CHOTIRMALL & CO.,  
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and Japanese  
Silk Piece Goods,  
Silver Wares,  
Rare Embroideries,  
Grass Cloths,  
&c., &c.,  
SUITABLE BOTH FOR  
LADIES AND GENTLEMEN.

Ladies' Blouses  
AND  
Gentlemen's Pyjamas  
SUITS SPECIALITY.

Prices exceptionally cheap.

Inspection earnestly solicited.  
Hongkong, 4th May, 1906. [530]

THE TRADE MARKS ORDINANCE,  
1898.

APPLICATION FOR REGISTRATION OF  
TRADE MARKS.

NOTICE is hereby given that the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong), of 18, Bank Buildings, Hongkong, and 94, Nanking Road, Shanghai, China, tobacco Manufacturers, had, on the 28th of January, 1906, applied for the registration in Hongkong, in the Register of Trade Marks, of the following Trade Marks:—

Trade Mark No. 1 consists of a label having three panels, the middle panel being narrower than the others. The left hand panel contains the representation of a Chinese Lantern above which is the distinctive word "Light," the lantern being represented as suspended from the letter "G" which forms part of the word "Light." At the foot of the panel are the words "British Cigarette Co., Ltd." The middle panel bears a blank space for the insertion of words referring to the goods. The right hand panel contains in the upper part the representation of three Chinese Lanterns suspended within an arch-shaped outline with ornamental figures on either side and at the foot there is a shield bearing the words "British Cigarette Co., Ltd." The left hand panel contains two panels arranged side by side. In the left hand panel in the middle thereof is represented a Bat in a flying attitude with a landscape scene below and a crescent moon above. In the right hand panel in the middle thereof is represented a circle, the representation of a bird perched upon a projecting branch of a bamboo which is represented as extending from the top to the bottom of the panel. In the upper part is the distinctive word "Bamboo" and in the lower part upon a band the name "British Cigarette Co., Ltd." The right hand panel contains the representation of a bamboo extending upwards on either side. In the middle is a shield bearing the word "Bamboo" and at the bottom the representation of a Chinese building with a hand at the bottom bearing the name "British Cigarette Co., Ltd."

Trade Mark No. 2 consists of a label having two panels arranged side by side. The left hand panel contains in the middle thereof is represented a circle, the representation of a bird perched upon a projecting branch of a bamboo which is represented as extending from the top to the bottom of the panel. In the upper part is the distinctive word "Bamboo" and in the lower part upon a band the name "British Cigarette Co., Ltd." The right hand panel contains the representation of a bamboo extending upwards on either side. In the middle is a shield bearing the word "Bamboo" and at the bottom the representation of a Chinese building with a hand at the bottom bearing the name "British Cigarette Co., Ltd."

The Trade Marks are intended to be used by the applicants forthwith in respect of the following goods in Class 45:—

MANUFACTURED TOBACCO.  
Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 15th day of March, 1906.  
DENNIS & BOWLEY,  
Solicitors for the Applicants.

FURNITURE WAREHOUSE.  
LI KWONG LOONG & CO.,  
司公隆廣李  
CABINET-MAKERS AND ART DECORATORS,  
from Shanghai, has re-opened their  
FURNITURE STORE  
at  
No. 35, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name.  
WHERE HIGH-CLASS FURNITURE  
of every description can be made to  
order in any design required.  
Have been patronized by the Hongkong Club,  
Hongkong Hotel, Telegraph Co., Messrs. A.  
C. Watson & Co., Ltd., Firms and other leading  
Establishments in the Colony, to whom refer-  
ence may be made as to the Superior Work-  
manship and Materials of the Furniture, &c.,  
supplied.

Messrs. A. S. Watson & Co., Ltd. write as  
follows:—  
"We have pleasure in stating that Mr. LI  
KWONG LOONG furnished the Annex to  
our Dispensary and gave us every satis-  
faction."

(5d.) A. S. WATSON & Co., Ltd.  
ORDERS punctually attended to, and  
CHARGES most moderate.  
AN INSPECTION INVITED.  
Hongkong, 1st March, 1906. [526]

## To Let.

TO LET.

"HAYTOR," THE PEAK.  
Immediate Possession.

Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 17th March, 1906. [565]

TO LET.

No. 15, KNUTSFORD TERRACE,  
KOWLOON.

Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 30th December, 1905. [74]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy  
Town.

Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 27th June, 1905. [73]

TO LET.

OFFICES in KING'S BUILDING and YORK  
BUILDING.

GODOWNS ON PRAYA EAST.  
A HOUSE in CLIFTON GARDENS, Con-  
duit Road.  
A HOUSE in RIFON TERRACE.  
FLATS in MORETON TERRACE.

Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 12th May, 1906. [72]

TO LET.

No. 2, OLD BAILEY.

Apply to—  
ARRATON V. APCAR & Co.,  
45, Wyndham Street.  
Hongkong, 26th April, 1906. [502]

TO LET.

TWO GODOWNS at East Point, close to  
the Water, suitable for the storage of  
any Cargo.

Floor Area 6,100 square feet each.  
Apply to—  
JARDINE, MATHESON & Co.  
Hongkong, 20th January, 1906. [147]

## Auctions.

PUBLIC AUCTION

OF  
VALUABLE LEASEHOLD  
PROPERTY,  
situate at Caine Road, Victoria, Hongkong,  
IN TWO LOTS,

on  
MONDAY,  
the 21st day of May, 1906, at 3 P.M., at his  
Sales Rooms, in Duddell Street,  
BY  
MR. GEO. P. LAMMERT,  
Auctioneer.

Lot 1—All those PIECES OF GROUND  
registered in the Land Office as SUB-SECTION  
No. 1 of SECTION B of INLAND LOT  
No. 11 and SUB-SECTION No. 1 of SECTION  
B of INLAND LOT No. 122 with the  
Messuage and Buildings thereon, known  
as No. 29, Caine Road. Area 7,157 square  
feet. Annual Crown Rent \$43.88.

Lot 2—All those PIECES OF GROUND  
registered in the Land Office as the  
REMAINING PORTION OF SECTION B of  
INLAND LOT No. 120 and the REMAINING  
PORTION OF SECTION B of INLAND LOT  
No. 122 with the Messuages and Buildings  
thereon, known as No. 31, Caine Road.  
Area 7,176 square feet. Annual Crown  
Rent \$43.94.

For further particulars and conditions of  
sale, apply to—

EWENS, HARSTON & HARDING,  
Vendor's Solicitors,  
or to  
MR. GEO. P. LAMMERT,  
Auctioneer.  
Hongkong, 9th May, 1906. [546]

## PUBLIC AUCTION.

THE Undersigned have received instructions  
to sell by

PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
on  
THURSDAY,

the 14th June, 1906, at 11 A.M., at the Hong-  
kong and Kowloon Wharf and Godown  
Company's premises, Kowloon,  
COMPLETE CEMENT FACTORY,  
Originally intended to be put up as the Kwan-  
tun Cement Factory, but landed in  
Hongkong on account of the Russo-  
Japanese War, will be sold, by order of  
proprietor Mr. Hereditary Honorary  
Citizen Anatoly Charlamyevitch Tel-  
jukow of Salsajewo.

The Plant of this Cement Factory, which  
has been fitted out with the latest technical  
inventions for manufacturing Cement, by the  
dry system, consists among others of:—  
LOCOMOBILES (Wolf, Magdeburg).  
MILLING MACHINES (Smith, Copenhagen).  
COOLING INSTALLATIONS (Atlas Fabr.  
(Allg. Elec. Comp.).  
TRUCKS, &c., &c., &c.

All in all the whole plant is very nearly the  
same as the Factory at Kjekskorpe, near Malmo  
in Sweden.

Specifications of the Machines and acces-  
sories as well as any further information may  
be obtained from—  
SIEMSEN & CO.,  
Hamburg & Hongkong,  
and  
LAWYER BUBNOFF,  
in St. Petersburg, Wassili Ostrow,  
4 Linie, Haus No. 5,  
as well as from the Auctioneers,  
Messrs. HUGHES & HOUGH.  
Hongkong, 1st May, 1906. [518]

## THE GREAT JAPANESE REVIEW.

SCENES IN THE CAPITAL.  
ENORMOUS CROWDS.

The following is taken from the *Japan Chronicle* of 2nd inst.

From five o'clock on Monday morning crowds  
began to gather along the route of the Imperial  
procession from the Palace to the Aoyama  
parade-ground. During the latter end of last  
week every train arriving at Tokyo has been  
overcrowded, and at the Shimbashi station on  
the 29th ult. alone 12,883 passengers arrived, of  
whom no fewer than 10,612 were third-class.  
All the relatives of soldiers killed during the  
war were invited to the review, special accom-  
modation being provided for them, and also to  
the three days' religious services at the Yasu-  
kuni shrine.

The weather was perfect, and the only dis-  
appointment to the immense gatherings, both  
of troops and spectators, was the absence of her  
Majesty the Empress, probably through indis-  
position, the engagement being cancelled on  
Sunday night. The Imperial Princes were  
accompanied by their consorts—an innovation  
in connection with Japanese military reviews.

At 8.30 a.m. the Imperial procession started  
from the Palace, the war-ships in Shinagawa  
Bay and the artillery in Sibiya Park simultane-  
ously firing salutes. Following mounted  
police came a detachment of cavalry, im-  
mediately behind which was the Imperial  
carriage. His Majesty, who wore a khaki  
uniform, with Japanese and foreign Orders,  
rode in an open carriage, accompanied by  
Marquis Tokudomi, General Baron Okazawa,  
chief aide-de-camp, Major Prince Takatsukasa,  
Viscount Fujiwara, and other officers followed  
on horse-back.

His Imperial Highness the Crown Prince  
rode in the next carriage, with Colonel Kimura,  
chief aide-de-camp, followed by other officers.  
Then, in separate carriages, came Admiral  
Prince and Princess Arisukawa, Prince and  
Princess Higashi-Fushimi, Prince and Princess  
Kwacho, and Prince and Princess Yamashina.

A Tokyo dispatch states that, by special  
invitation of his Majesty, Lieut-Colonel C. V.  
Hume, R.A., D.S.O., Military Attaché at the  
British Embassy at Tokyo, also drove in the  
Imperial procession to the parade-ground.

Viscount Tanaka, Minister of the Imperial  
Household, Count Toda, Grand Master of  
Ceremonies, and other officials followed, an-  
other detachment of cavalry bringing up the  
rear. All along the route the procession was  
most enthusiastically received.

As his Majesty passed through the great ex-  
hibition of guns and other war trophies, Major-  
General Oshige, Director of the Ordnance  
Bureau, pointed out the particular objects of  
interest to his Majesty. When the procession  
approached the spot where the relatives of de-  
ceased soldiers were congregated, his Majesty  
ordered the carriages to slacken speed as a  
mark of respect to the bereaved.

At the entrance to the parade-ground Marshal  
Oyama, Commander-in-Chief on this occasion,  
and General Kodama, Chief of Staff, were in  
waiting to receive the Imperial procession, and  
his Majesty on arrival made a brief stop before  
proceeding to the saluting-base.

The troops mustered on the parade-ground,  
consisted of the full strength of the Imperial  
Guard and of the First or Tokyo Army Division.  
Companies, each representing an infantry  
regiment from the Second to the Twelfth  
Divisions, Commanders and Staffs from the  
Thirteenth to the Sixteenth Divisions, and the  
Commander and Staff of the Kuriles garrison,  
were also on the field. In addition, there were  
the colours of 102 reserve infantry regiments  
(now disbanded), each flag being attended by  
sixteen soldiers, and numerous representatives  
of the Cavalry, Artillery and Engineers of the  
various Divisions were also in attendance. The  
Commanders and Staff of the First, Second,  
Third and Fourth Army Corps in Manchuria,  
and of the Yalu Army Corps, representatives of  
the Formosan, Korean, and Kwantung garri-  
sons, together with the Commander-in-Chief  
and Chief of Staff, brought the total muster up  
to 2,124 officers and 29,079 rank and file—a  
grand total of 31,203.

Just before ten o'clock his Majesty the Em-  
peror, followed by the Imperial Princes and  
Princesses drove on to the parade-ground, and  
the march-past commenced at ten a.m. A  
balloon was sent up by the Military Balloon  
Corps of the Field Telegraph Battalion, and  
Ensign Ito, who ascended in the car, took a  
number of photographs of the various stages of  
the review. Upon the conclusion of the march-  
past his Majesty took his seat upon the Throne,  
round which assembled Marshal Oyama and the  
Commanders of Divisions and their Staffs.  
The band played the "Kimigayo," and the  
buglers of each company sounded a call. His  
Majesty then read the following Message:—  
"We have called together the Army which  
returned in triumph and have performed the  
ceremony of review. We are deeply gratified  
to see the Army in perfect discipline and order.  
Officers and men must strive for the further  
improvement of the Army with increased  
energy and assiduity."

Marshal Oyama received the Imperial  
Message, and presented the following reply:—  
"His Imperial Majesty, after reviewing in per-  
son the triumphal Army, has granted a most  
cordial Message, for which we—his Majesty's  
servants—owe our gratitude. We beg to  
assure his Majesty that we will exert ourselves  
with increased energy and devotion, and re-  
spond to his Majesty's wishes. I, his Majesty's  
servant, most respectfully beg to offer this  
reply on behalf of the triumphal Army."

His Majesty then concluded the official proceedings  
in connection with the review, and the Imperial  
procession left the parade ground for the  
Palace at 12.30 p.m. When his Majesty's  
carriage was about opposite the German Legation,  
in Nagata-machi, a Japanese in foreign-  
style clothes stepped out of the crowd and  
attempted to approach the Imperial carriage,  
carrying an address in his right hand. He  
was at once seized by the police, and conducted  
to the Kojimachi police-station, where he  
was examined. He gave his name as Matsui  
Hokokichi, aged 46, an employé at the Tsuki-  
jima Ship-building Yard, Tokyo. It is stated  
that he was formerly a member of the Patriotic  
Association under Lieutenant Gunji, and, having  
a grievance against that officer, the man  
endeavoured to present a petition in per-  
son to his Majesty on the subject.

## Intimations.

THE WORRIED WOMEN.

They say men must work and women must  
weep; but alas, in this too busy world women  
often have to work and weep at the same time.  
Their holidays are too few and their work  
heavy and monotonous. It makes them  
nervous and irritable. The depressed and  
worried woman loses her appetite and grows  
thin and feeble. Once in a while she has spells  
of palpitation and has to lie up for a day or two.  
If some disease like influenza or malarial fever  
happens to prevail she is almost certain to have  
an attack of it, and that often paves the way for  
chronic troubles of the throat, lungs and other  
organs; and there is no saving what the end  
may be. Let the tired and overladen woman  
rest as much as possible; and, above all, place  
at her command a bottle of

WAMPOL'S PREPARATION  
a true and sure remedy for the ill-effects of  
women. It is as palatable as honey and con-  
tains all the nutritive and curative properties of  
Pure Cod Liver Oil, combined with the Com-  
pound Syrup of Hypophosphites and the  
Extracts of Malt and Wild Cherry. Search the  
world over and you will find nothing to equal  
it. Taken before meals it improves the nutri-  
tive value of ordinary foods by making them  
easier to assimilate, and has carried hope and  
good cheer into thousands of darkened homes.  
It is effective from the first dose, and probably  
one bottle is all you may need. It is absolutely  
reliable and effective in Blood Impurities,  
Nervous Dyspepsia, Wasting Conditions,  
Melancholy, Chlorosis, Impaired Nutrition,  
Scrofula, Low Vitality, and all troubles of the  
Throat and Lungs. Dr. E. J. Boyes says: "I  
have found it a preparation of great merit. In  
a recent case a patient gained nearly twenty-  
pounds in two months' treatment, in which it  
was the principal remedial agent." It carries  
the guarantee of reliability and cannot fail or  
disappoint you. Why accept a substitute?  
Sold by all chemists.

THE TRADE MARKS ORDINANCE,  
1898.

APPLICATION FOR REGISTRATION OF  
TRADE MARK.

NOTICE is hereby given that Messieurs  
HOWARD AND COMPANY, of No.  
50, Queen's Road Central, Victoria, Hongkong,  
Merchants, had, on the 21st day of February,  
1906, applied for the registration, in Hongkong,  
in the Register of Trade Marks, of the follow-  
ing Trade Mark:—

The representation of a Crescent with two  
six-pointed stars at each end of the con-  
cave side thereof and one six-pointed star  
at the centre of the convex side thereof;  
in the name of HOWARD AND COMPANY,  
who claim to be the sole proprietors thereof.  
The Trade Mark has been used by the  
Applicants since February, 1905, in respect of  
the undermentioned goods:—

INDIA RUBBER BOOTS AND SHOES  
IN CLASS 38.  
Facsimiles of the Trade Mark can be seen  
at the Office of the Colonial Secretary of  
Hongkong or at the Office of the Undersigned.  
Dated the 14th day of March, 1906.  
WILKINSON & GRIST,  
Solicitors for the Applicants.

## MUTTON AND BEEF.

THE Undersigned is prepared to SUPPLY  
FRESH MUTTON and BEEF, at  
Moderate Prices.

Should patrons find any Meat supplied not  
to be fresh, full price will be refunded on the  
return of the Meat to the Stall.

TUNG WING,  
No. 1 Stall, Central Market.  
Hongkong, 14th May, 1906. [561]

## COLD STORAGE.

THE HONGKONG ICE COMPANY,  
LIMITED, have now 40,000 Cubic feet of  
COLD STORAGE available at EAST POINT.  
Stores will be Open at 10 A.M. and 4 P.M.  
daily, Sunday excepted, to receive and deliver  
perishable goods.

WM. PARLANE,  
Manager.  
Hongkong, 22nd June, 1905. [71]

## NIKKO CO.

WHOLESALE AND RETAIL DEALERS,  
in all kinds of  
JAPANESE FINE ART CURIOS, TEA  
SETS, and SATSUMA WARE.

At Moderate Prices.  
Orders Promptly Executed.  
No. 5, ARSENAL STREET,  
Hongkong.  
Hongkong, 28th April, 1906. [510]

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
CHARTERS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS.

GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTJEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAILERS' PATENT MOTOR  
LAUNCHES,  
&c., &c., &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.  
EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.  
Hongkong, 7th March, 1905. [51]

## Intimations.



THE POPULAR  
**SCOTCH**  
IS  
**"BLACK & WHITE"**



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING

and

HRH THE PRINCE OF WALES

Supplied at all the LEADING CLUBS  
and HOTELS, and to be obtained from  
the principal Stores. [52]

## TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.  
PRICE \$10.50 per case of 48 bottles (quarts)  
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [63]

THE WINE GROWERS  
SUPPLY CO.

BARRETTO & Co.,

General Agents, Hongkong.

## CLARETS.

St. George ..... \$4.00 Per Dozen Quarts.

Cru-Wynbron ..... 4.50 " "

Cotes ..... 5.00 " "

Montferand ..... 5.50 " "

Medoc ..... 6.00 " "

St. Emilion ..... 6.00 " "

St. Estephe ..... 6.50 " "

St. Julien ..... 7.50 " "

St. Remy Su-  
perior ..... 9.00 " "

Chateau Margaux, 9.00 " "

Chateau Leoville, 9.00 " "

Chateau Lafite ... 10.00 " "

Chateau Larose ... 10.50 " "

BARRETTO & Co.,

Agents,

No. 22 & 24, Bank Buildings,

Queen's Road Central,

Hongkong, 29th May, 1905. [59]



## Intimations.

A. S. WATSON &amp; CO.,

LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT

HIS EXCELLENCY THE GOVERNOR.

HYGIENOL

(REGISTERED).

A POWERFUL

DISINFECTANT,

GERMICIDE

DEODORISER

CHEAP

HARMLESS

EFFECTIVE

A. S. WATSON &amp; CO.,

LIMITED.

ALEXANDRA BUILDINGS,

Hongkong, 3rd March, 1906.

GREGOR &amp; CO.,

19, QUEEN'S ROAD CENTRAL.

BURGUNDIES

FROM

BOUCHARD PERE &amp;

FILS.

Beaune, Burgundy.

AWARDS:

76 GOLD MEDALS

AND

DIPLOMAS

AT VARIOUS EXHIBITIONS.

Hongkong, 18th July, 1905.

**BIRTHS.**  
On the 6th May, at the British Legation, Peking, the wife of C. C. A. KIRKE, of a son.  
**HOLLINGS.**—On the 14th May, 1906, at Brentwood, Essex, England, the wife of A. E. Hollings, of a son, ALFRED MAURICE. Both doing well. (By cable.) [563]

The Hongkong Telegraph

HONGKONG, TUESDAY, MAY 15, 1906.

## CANTON PIRACIES.

In referring to the river traffic carried on by native vessels between Canton and other places, Mr. F. A. Morgan, Commissioner of Customs at Canton, in his decennial report, says: "The pest to the traffic is pirates. During the last year of the decade 36 piracies were reported; though this is but the minutest percentage on the number of trips, the losses to passengers total up to a large sum and a general feeling of insecurity results." There is no doubt about the feeling of insecurity, for every native traveller on the Canton delta is in perpetual terror. That the next turning will reveal a gang of pirates, bent on relieving him of all his worldly possessions, down to the last garment that covers his nakedness. As the authorities continue to ignore these desperadoes, the latter become bolder with repeated successes, and it was only a short time ago that a well-known missionary was despoiled of all his impedimenta—which may be considered a suitable word in this connection—and even his medicine chest and camera were appropriated by the pirates. It is observed by the Commissioner of Customs that as a rule no resistance is offered to the pirates, and he accounts for this timidity by the nature of the people, and partly because the crowded state of the boats makes resistance difficult, and renders it easy for the pirates to "hold up" their fellow-passengers. "Consequently," he says, "with something approaching complacency, there have been few deaths. In a few cases, however, fight has been shown and lives lost on both sides. As a rule the pirates are content to carry off the spoils and to allow the launch and boat to continue their journey; but they sometimes carry off the launch and use her for further outrages. They have even been known to charter a launch in Hongkong and take her off on a piratical cruise." It is recalled that some years ago the pirates became so bold that they actually demanded subsidies not only from native but even from foreign firms. It is satisfactory to add they did not get the subsidies. Now, why are these pirates in existence at all? Mr. Morgan says that the suppression of *fanton*, the introduction of steam launches and other causes are assigned for the existence of these pests, because they "are supposed to be earning a living in the only way left to them; but the true cause is probably to be found in the facilities which the many waterways afford them for carrying out their depredations and escaping pursuit." It is usual to suggest that if the Chinese provincial authorities neglect their manifest duty to exterminate the pirates the river-boats of the Powers should take the matter in hand themselves, and ruthlessly stamp out these hindrances to trade. The Commissioner of Customs has another scheme, which is worth attention. "Work for the unemployed on roads, etc., and a stricter policing of the waterways would probably stamp these gentry out and restore such confidence, in many districts, that work would follow." Does this mean, then, that the work of constructing the Canton-Hankow railways on the one hand and the Canton-Kowloon railway on the other is likely to have the beneficial and entirely unlooked-for result of reducing the ranks of the pirates, and causing honest rascals to become decent members of society once again? It is to be doubted. Once embarked on a career of crime it is difficult to turn back. "The spice of danger in raiding a boat, the game of eluding the claws of the authorities, the free and easy life, these are things which enter into the freebooter's blood—they become ineradicable. As to the policing of the waterways if that is to be carried out at all it must be under foreign supervision. "One way or another," adds the Commissioner, "a considerable number of pirates have been captured and executed by the authorities; but the public sentiment towards them seems to be somewhat like that entertained by the commonalty towards highwaymen in Europe in the earlier years of last century, a meretricious honour being conferred on the offender by his free, dashing life and easy bearing when retribution eventually overtook him." But the gay and gallant highwayman was exterminated, despite his free and easy bearing on the gallows-tree and the plaudits of those who found in his end sport for an English holiday; and there is no reason why the dashing buccaneers of the Canton delta should not also be wiped out, by the rough and ready methods, if necessary, of earlier days. We have referred only to pirates in the Canton district, but these decennial reports of Customs officials all round the coast teem with details of the damage and destruction done by pirates to legitimate trade and helpless travellers.

## DECLINE OF CHINA TEA.

Within the memory of the present generation, China tea was considered a luxury by people in England, and those who claimed that the Indian product could compare in the least degree with the Far Eastern article were looked upon somewhat in the light of dangerous revolutionaries. But when coffee failed in Ceylon and the cultivation of tea on a large scale was started, there was a gradual change in the taste of the English consumer, and that change has continued until the present day. Ceylon tea practically holds the market at the present time, and the once famous Peking occupies a miserable position far in the rear. Of course, there are those who still declare a preference for China tea, but they are mostly confined to those whose palate has been educated in the interior of China, who have been obliged to use the native product or give up the non-inebriating cup entirely. As a matter of fact, the majority of residents on the borders of China show little or no enthusiasm for the teas grown in the Middle Kingdom. Perhaps the preference exhibited for Indian tea—including the Ceylon product—may be attributed to the fact that people demand a rich, full-flavoured article, with a strongly pronounced colour—a tea which palpably exhilarates after a single draught. The average China tea on the market is usually of a weak, colourless variety, with a barely perceptible flavour, or at least, with a flavour which it requires an educated palate to appreciate and enjoy. The European consumer demands the more potent tea, while the Chinese revel in the delicate aroma of the native leaf. In Hongkong there are, it may be assumed, comparatively few foreigners who habitually use China tea to the exclusion of that cultivated in India. Indeed, the newcomer is inclined to suggest that he is being defrauded of his rights when China tea is substituted for the article to which he has been accustomed, and it is not too much to say that a chest of China tea if sent as a gift to a household in England would be received with dubious feelings. The result of this preference for Ceylon and Indian teas has been a slump in the Chinese leaf, so far as Great Britain is concerned. For one thing, adverse seasons have had the effect of depreciating the flavour of the tea. Last year the cold wet spring ruined the flavour of the first crop, and when the better quality of the later pickings gave prospect of an improved market, adverse exchange operated to keep prices low. Green leaf was pronounced to be the worst for years, and although the total quantity exported was equal to that of the preceding year, the prices realised were vastly lower. In his annual report, Mr. H. B. Morse, the Statistical Secretary of the Imperial Maritime Customs, remarks that although the returns show shipments to Great Britain of black tea, green tea, and brick tea, it is known for a fact that the last named is meant for Russia, and that is probably true of leaf as well. To show the falling off in the consumption of China tea in Great Britain the figures in the annual report may be quoted. The home consumption of China tea in Great Britain in 1904 was 82,800 piculs; in 1905 it had fallen to 49,942 piculs. And yet the consumption in Great Britain of all teas in 1904 was 1,924,950 piculs, and in 1905, 1,943,165 piculs. So that China only supplies to the English market a paltry 2½ per cent. of the total amount required. Mr. Morse adds: "The hope of the future now seems to lie in the finest teas, attractive for the inimitable softness of flavour, and the commonest teas, attractive for their cheapness. But we doubt very much whether even on the point of cheapness the Far Eastern tea can compete with the scrapings of Indian tea which English dealers supply to their poorest customers, for little more than a song. A writer in the *Times* in noting the deficiency in the importation of China tea remarked—"A commission of Chinese experts has recently visited Indian and Ceylon plantations in order to ascertain the methods by which they have grown tea so much better than the Chinese can; it is reported that the members of the commission were not hopeful of emulating British methods on any considerable scale although tentative experiments may be made." So far as we can learn, these experiments have not yet begun, but even if they proved successful it is doubtful whether China tea could supersede the Indian and Ceylon product, now that a taste has been developed for the latter. It is rather to be regretted that China tea with all its associations should lose the English market, but people will have strength before quality, as is evidenced by the housewives who begin the day with a first infusion which remains in the teapot all day long, the quantity of leaves gradually increasing as the colour shows signs of weakness, till the final decoction is little more than rank poison.

The railway companies of Great Britain employ about 350,000 men.

## LOCAL AND GENERAL.

JAPAN has decided to make Chin-hai, in South Korea, a naval station.

Mr. Abe, Japanese Consul at Antung, Manchuria, has telegraphed to the Foreign Office, in Tokyo stating that the city was opened to foreign trade on the 1st instant, as arranged.

The freight for coal between Moji and Yokohama, which has steadily declined as steamers have been released from Government service, has sunk from ¥1.39 per ton to the present quotation of about 80 sen.

A RACE-COURSE is to be made at Tokyo, and a private company with a capital of ¥100,000 has been formed by Viscount Matsudaira and other gentlemen. The site selected for the course is in Aramitsu, a suburb of the capital.

The G.N. steamer *Dakota*, recently in the Mitsui Bishi No. 3 Dock, was to take 5,500 tons of coal on board at Nagasaki before resuming her voyage. This is said to be the largest quantity ever shipped on a mail steamer at Nagasaki.

The following is the return of visitors to the City Hall Library and Museum for the week ending the 13th May, 1906:—Library—Non-Chinese, 291; Chinese, 140; total, 431. Museum—Non-Chinese, 105; Chinese, 3,351; total, 3,456.

The picture postcards and stamps issued by the Japanese authorities in commemoration of the Imperial military review have been eagerly bought up all over the country, the assistance of the police in some cases being necessary to keep the crowds of purchasers in control. Another edition of the postcards will be published in a few days.

TO-NIGHT and to-morrow night are the last two nights that the Great Thorough will occupy the Theatre Royal, and those who have not enjoyed the pleasure of being amused and mystified should disregard the heat and go and witness a really unique and interesting performance, while they have the chance. The prices of admission have been greatly reduced.

ON the 24th ultimo the whaler *Oka-maru*, of Shimomoseki, sighted an extremely large whale—about 128 feet long—off Shiono Misaki, Kii Province. The whale was caught and taken to the coast of Kushimoto on the following day, where it was disposed of at public auction for ¥1,016.14. Crowds of spectators from neighbouring villages came to see the stranded whale. It is expected that the purchaser will make a profit of over ¥1,000.

It will interest philatelists and others to know that the Russian post-stamp at Shanghai (Mr. Ispolatoff) has now received stamps and post-cards across the face of which the word "China" appears. The stamps are of the values of four, fourteen, thirty-five and seventy kopecks, selling at the corresponding values in Mexican cents; Rs. 1.00, 3.50, and 7.00 selling at 51.00, 3.50 and 7.00 respectively; and the postcards are of six and eight kopecks (cents) value respectively.—*N. C. D. News.*

Dr. James Cantlie suggests in the *Journal of Tropical Medicine* that it is probably time that a Tropical Medicine Association should be formed. He states that the number of medical men directly interested in tropical medicine amounts to some 6,000, and they formed the largest section of qualified medical practitioners on the British Register whose interest is centred in any single subject. It is to be distinctly understood that the contemplated association is not a separate association, independent of the British Medical Association, but one intended to promote the interests of tropical medicine within the parent association, and constituted so that the wishes of medical practitioners in the Tropics may be authoritatively and collectively expressed.

AT 8.15 in the morning of the 5th inst. the inhabitants of Kobe experienced a prolonged shock of earthquake. As far as could be felt the movement from start to finish lasted about half a minute, and was of a very decided character. It was not violent, but a series of slight jerks, sufficient to shake the house. The record of the seismometer in the Kobe Meteorological Station showed that the earthquake that morning commenced at 8h. 9m. 22s. At first the tremor was active vertically. In a minute and a half it became horizontal. The maximum tremor was 3 mm. and duration 21 minutes. The centre is supposed to be not very far distant. Another shock was experienced at 8h. 40m. 40s. It was much weaker than the first, but was felt more acutely. Its duration was 2 minutes.

ON the 30th ult. a serious boiler explosion, attended by loss of life occurred on board a steam launch at Hongkong. The launch, a large two-decked boat, heeled over and sank almost before any assistance could be rendered. It was first said that six were killed and eleven wounded, and again that there were seven killed and thirteen injured. Eleven injured men were taken to Bangrak hospital, of whom one died and five were too seriously hurt to be moved. Of these five, two were expected to die. One of the men killed was said to be a sampan owner who was passing close by in his boat at the time of the explosion. The cause of the accident is unknown. Her engineer was a certificated man. There is reason to believe, however, that another man than the regular engineer was attending to the engines, getting steam up in the boiler after the repairs had been effected. This man went down with the wreck. Further information had it that eight were killed outright and eleven injured, and of these eleven three have since died. Three of the men killed were taken out of the launch after she was raised, and half of a body was also found. The killed included a Chinaman who was on the wharf near by looking on, and the *waif* of another launch moored alongside who was scalded to death.

AN unknown Chinaman committed suicide yesterday, at a village in Yau-mat, by hanging. The police at Yau-mat were notified that his body was suspended from the ceiling of his house, and he was cut down and removed to the Kowloon mortuary. Up to the present no one has turned up to identify the man.

AN Oakland despatch, of May 11, to the *San Francisco Call*, says:—The Presbyterian Mission Board has issued instructions to all of its missionaries in China to be very careful to avoid any appearance of interference with the Chinese cou is on behalf of native converts, even though they may believe the latter to be in the right.

TWO native seamen from the steamer *Fulham* were charged by Inspector Collett, at the Magistracy this morning, with creating a disturbance in the public street, at West Point, yesterday, by fighting. Defendants had just been paid off from the ship, and coming ashore had some words and took to fighting. Mr. Hazland fined them \$2 each.

In compliance with the request of the Navy Department, a detachment of the U. S. Army Burial Corps left Manila on the 10th inst. on the naval collier *Justin* for Hongkong, Amoy, Shanghai, and Chefoo, where it will disinter the bodies of marines and sailors and ship them back to their relatives in the United States. The *Justin* arrived in port last evening.

CHINESE constable 447 boarded fishing junk No. 12901H, in the harbour last night, and searched the junk. In the hold he discovered \$32 worth of brown sugar. The people could give no satisfactory explanation as to how the sugar got into the hold, and a man and a woman were arrested. They were placed before Mr. C. D. Melbourne, at the Police Court this morning. His Worship fined the man \$100 and the woman \$5.

SANITARY Inspector D. McKenzie prosecuted Li Shing, a coolie, employed by the Sanitary Board, at the Police Court this morning, for being in unlawful possession of one tiger claw mounted with gold, one gold eardrop, and a piece of gold, reasonably suspected to have been stolen. Complainant said that the trinkets were found on defendant's bed. Defendant averred that it was put there by somebody. Mr. F. A. Hazland said he was of opinion that defendant stole the things off a dead body while on the way to the morgue. He would pay a fine of \$75, with the option of three months' hard labour.

A RUSSIAN engineer named Constantine Burnakin, a passenger on board the *Salaita*, came before Mr. C. A. D. Melbourne, at the Magistracy this morning, on a charge of being drunk and incapable in the public street last night. In pleading guilty to the charge, defendant explained that he was bound for Shanghai, but lost his ship while ashore here. In consequence of that he had lost all his clothing and money. He wanted to see his consul to telegraph to the captain of the *Salaita* to discharge his personal effects at Shanghai. His Worship bound the defendant over in the sum of \$25 to be of good conduct for six months.

A NASTY accident occurred at the race course yesterday morning, says the *N. C. D. News* of 12th inst., when some of the steeplechase ponies were being put over the obstacles for the last time before the Grand National Steeplechase to-day. Mr. C. R. Burkill was riding Mr. Richmond's grey *Monsoon* over mud wall near the Monument when the pony took off too early, fell heavily on his head, completely turned over with his rider, and broke his back. Mr. Burkill fortunately escaped serious injury and was able to attend business, although he had a severe shake up. *Monsoon*, in the circumstances, had to be destroyed. This pony was third in the Derby to Friendship and Argente in 1904, then being owned by Mr. Waverly. Since that time he had been prominent in the paper hunts and was thought to have a good chance of winning to-day's race. On Tuesday *Monsoon* won the Race Club Cup.

## ATTACK ON EXCISE OFFICERS.

SERIOUS AFFRAY AT DEEP BAY.

A few excise officers, in company with a European constable, had a pretty warm time at Deep Bay, last night, during the execution of an opium raid, at the brickworks. They were successful in their raid, and sallied out of the works with some illicit opium and a coolie held by the queue. The excise men had no sooner left the works than their prisoner shouted to his *foks*: "Men, kill them. I am arrested." Instantly, a band of men, employed at the brickworks, attacked the officers with a view to releasing their *foks*, and bricks, bamboo poles, etc., were soon flying in the air. Reinforcements for the attacking party arrived, and the fight got furious, the brickworks men giving those from the Opium Farm no quarter, and they soon cleared the raiders off the top of the hill. The excise men were losing ground, and a terrific blow from a bamboo pole on the head of an Indian constable caused the officers to take to their heels in order to seek assistance. The men from the brickworks gave chase—a few returning home—and the belligerents got to close quarters on the sea beach. Here the tables were turned, for the force of brickworks men had thinned, in view of the fact that the officials were nearer home. This time the excise men had the best of the fight and managed to secure three prisoners, whom they removed to the lock-up. The fight was of a very lively nature, the excise men having bruises and marks to nurse and to remind them of the night's affray. The three prisoners were charged before Mr. F. A. Hazland, at the Magistracy this morning, with being in possession of illicit opium and assaulting the police. For the opium offence they were fined, and for assaulting the place during the execution of their duty, each defendant was sentenced to one month's hard labour.

## JAPANESE ORPHANAGE BAND.

PERFORMANCES TO BE GIVEN IN HONGKONG.

What promises to be an exceptionally interesting performance will be given in the City Hall on Thursday, when the band of the Okayama Orphanage, Japan, will render selections of music, and a cinematograph entertainment, in the course of which pictures of 'naval engagements' between the Japanese and Russian fleets in the Japan Sea, will be given. The object of the performance is to raise funds for the Okayama Orphanage, which supports over 1,300 destitute children, whose parents died as the result of the famine, or whose main support was lost in the Russo-Japanese war. The Orphanage is entirely maintained by public subscriptions, and in former years the Japanese have held it their privilege and duty to contribute to the upkeep of the institution, but this year the famine has robbed them of all superfluous funds, with the result that the managers have had to apply to foreigners for aid. The Orphanage band has visited the principal cities in China, and everywhere it has been well patronised, with the result that the treasury has been materially helped. But the expenses of such an institution as the Orphanage, are extremely heavy and they are continuous. The company comes highly recommended and as the performance is stated to be worth the money it is to be trusted there will be a large audience on the opening night. Performances will also be given on Friday and Saturday evenings, and there will be a *matinee* on the latter day. The usual prices will be charged, and tickets may be obtained from the Robinson Piano Co.

## HIS LOST BROTHER.

AMUSING PETITION TO THE POLICE.

The following very amusing petition was sent to the police this morning. It purports to be from a Chinaman residing at Yaumati who has lost his elder brother, and requires police assistance:—

"To the Generals of the Charge Room. The humble petition of—residing at the ground floor, Upper Station Street, Hongkong, sheweth:

"That your petitioner can not find out his brother, who has been put to be lost, after his being abroad from the above address at 3 o'clock afternoon, Friday last. His name is Tam Noo, with a flat face, sloping eyes, and common size and height as to his body; he has a yellow feature, and is a man belonging to the Dong On district, China, and his dresses are all black, but his coat was made of cloth, with brass buttons.

"His feet are bare without any shoes or stockings. And your petitioner, as in duty bound, shall ever pray."

## A DANGEROUS PRACTICE.

OWNER AND COXSAIN FINED.

The owner (a woman) and the master of the steam launch *Choyang* were summoned by Inspector Langley at the Police Court this morning for allowing the launch to ply in the harbour, at 2.15 a.m., on the 13th instant, without having a certificated coxswain on board. The defendants both pleaded guilty.

Mr. Hazland—Where was the coxswain on this morning?

Coxswain—I was on board, but I left the wheel for a little time.

Mr. Hazland—I suppose you were asleep. Inspector Langley—The coxswain was not on board the launch on that night, your Worship. This practice of handing over the wheel to deck hands, while the launch is under weigh in the harbour, is an extremely dangerous one.

Mr. Hazland—Yes. I understand that. Where were they plying?

Insp. Langley—In the southern fairway.

The owner of the launch was fined \$5, and the coxswain \$15.

## A YOUNG MAN'S FANCY.

WANTED TO MARRY HIS GRANDMOTHER.

Most people have thought that the *Prayer Book* formulates an unnecessary law in laying it down that a man may not marry his grandmother. But one never knows, says the *Bangkok Times*. That is just what a Bangkok young man is anxious to do. The old lady, it seems, has money, and presumably that is the attraction. Anyhow the young man's proposal has caused a family feud, and the old lady has rejected her grandson's suit. They live in the gardens bordering on Hua Lampong-road, and on Sunday evening the matter culminated in a fight in the gardens. One of the old lady's sons, an uncle of the young man, had opposed the project very strongly, and it is stated the young man got a friend to assist him in an attack on his uncle. They set on him several times in the side, so that his recovery is uncertain. The two assailants now dress as Navy men—that they have any right to the uniform is doubtful—and this is believed to save them from any fear of arrest by the Police. Moreover, the old lady was "perhaps a little flattered by receiving a proposal at her time of life, and is said to have given her grandson a sum of money, to console him for her refusal to marry him.

## SHIPPING AND MAILS.

MAILS DUE.

English (*Oceanic*) 16th inst., 3 p.m.  
Indian (*Namgang*) 21st inst.  
Canadian (*Empress of China*) 22nd inst.  
German (*Prinzess*) 23rd inst.  
American (*China*) 30th inst.  
American (*Algonquin*) 30th inst.

The O. S. S. Co. & C. M. S. N. Co's s.s. *Calchas* is due here on 19th inst.  
The O. S. S. Co. & C. M. S. N. Co's s.s. *Rhipha* left Singapore on 12th inst. for Nagasaki direct.

The Imperial German Mail s.s. *Sachsen* which left here on 9th inst., arrived at Singapore on 13th inst., at 11 p.m.

The Java-China-Japan Lija s.s. *Tjismati* left Macassar for this port on 14th inst., and may be expected here on next inst.



## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

## "AKASHI MARU" ASHORE.

## ARRIVED AT FOCHOW.

CARGO BEING DISCHARGED TO ASCERTAIN DAMAGE.

[From Our Own Correspondent.]

Fochow, 15th May,  
3.5 p.m.

The steamer *Akashi Maru*, from Shanghai, struck a rock near Matsau. She managed to get off, and arrived at Fochow to-day.

The cargo is now being discharged with the object of ascertaining what damage has been sustained by the impact.

[The *Akashi Maru* is one of the fleet belonging to the Osaka Shosen Kaisha, Matsau, where it is reported she struck a rock, in an island off the coast of Fochow, lying in 26.10, 120—Ed., H.K.T.]

[Reuter's.]

## Great Britain and Turkey.

LONDON, 13th May.

Turkey has agreed to evacuate Tabah and all other places within Egyptian territory.

Later.

## Russia.

The Duma, on Saturday, after vigorous speeches, expatiating on the sufferings of the people, instructed a committee to draft a reply to the Throne, to include a request for a full amnesty and the abolition of the death penalty.

## LEGISLATIVE COUNCIL MEETING.

A meeting of the Legislative Council will be held on Thursday next, when the following business will be transacted:

The Hon. Mr. P. E. Pollock will move: "That it is desirable that legislation for the registration of partners, with limited liability, should be introduced into this Colony."

The following questions will be asked: By the Hon. Mr. H. E. Pollock for Mr. G. Stewart. Have the experiments in road-making proved sufficiently satisfactory to warrant an extension of this method of road-making being taken into consideration?

By the Hon. Mr. H. E. Pollock. With reference to the leading article, which appeared in the *South China Morning Post* of the 19th April, 1906, will the Government state why the notification, as to dead rats therein referred to, was not promptly attended to by the Sanitary Authorities, and will the Government also state what steps are being taken to prevent the recurrence of such delays in future?

2. Will the Government consider the advisability of granting to those Civil Servants who are drawing their pay on a Sterling basis the privilege of drawing half of their pay at the rate of 1s. 8d. to the dollar, or will the Government grant some other relief by way of compensation to such Civil Servants?

The Hon. Attorney General will move the first reading of the following Bill:—A Bill entitled "An Ordinance to amend the Law relating to the Property of Married Women;" and a Bill entitled "An Ordinance to regulate the qualifications and to provide for the Registration of Dentists." He will move the second reading of the Bill entitled "An Ordinance to amend the Summary Offences (Amendment) Ordinance, 1905;" the second reading of the Bill entitled "An Ordinance to amend the Magistrates Ordinance, 1905;" the second reading of the Bill entitled "An Ordinance to provide for the establishment of Lunatic Asylums and to provide for the custody and care therein of persons of unsound mind;" and the second reading of the Bill entitled "An Ordinance relating to the jurisdiction of the Supreme Court with respect to the care and commitment of lunatics."

## CONTEMPT OF COURT.

Contempt of Court is to be added to the numerous legal subjects with which the new Parliament is ready to deal. The other evening the House of Commons resolved that "the jurisdiction of judges in dealing with contempt of Court is practically arbitrary and unlimited, and calls for the action of Parliament with a view to its definition and limitation." More than twenty years ago (says the *Globe*) the attention of Parliament was drawn to the fact that no limit has been fixed to the power of the judges in the infliction of punishment for contempt of Court. Lord Selborne, while holding the office of Lord Chancellor, introduced into the House of Lords a bill to limit the power of imprisonment to three months, and the power of fining to £500. Several years later a bill was introduced into the House of Commons by an Irish member which provided that a question of contempt should never be tried by the judge in connection with whose Court the offence was alleged to have been committed. But neither of these bills got beyond the introductory stage, though even then it appears to be generally agreed that the matter called for "the action of Parliament." One of the most remarkable things about contempt of Court, as Mr. Oswald points out in his well-known work on the subject, is that in the great majority of cases no appeal lies. There is high authority for describing this as a serious defect. A bill was introduced into the House of Commons in 1894, which, if it had been carried into law, would have given an absolute right of appeal in contempt of Court cases. The bill, which was introduced by Mr. Warrington, K. C., was "backed" by Mr. Finlay, Mr. Cozens Hardy, Mr. Bernard Colclough, Mr. Gainsford Bruce, and Mr. Augustine Birrell. Of these six eminent lawyers, two were promoted to the Bench, one rose to be Attorney-General, and another has recently become a Cabinet Minister. The absence of the right of appeal in contempt cases will certainly not become less anomalous when the Lord Chancellor succeeds in establishing a Court of Criminal Appeal.—*Law Journal*.

## SANITARY BOARD.

## CORRESPONDENCE RELATIVE TO A PLAGUE HOSPITAL.

The fortnightly meeting of the Sanitary Board was held in the Board room this afternoon, the usual members being present, when the following business was transacted:—

The Medical Officer of Health submitted a minute stating that the Hospital Committee had selected No. 63, Third Street as a plague hospital. This house is a corner house and well enough lit and ventilated for the purpose. He suggested that the ground floor be used as the men's ward, and the first floor as the women's and that the attendants occupy the top floor, so that they can cook in the top floor kitchen without fear of infected splashes from above. The ground floor should have glazed areas put in so as to have the place well lighted when the front is closed for privacy. Each ward should not house more than four patients at a time, and there should always be an attendant on duty in each ward, while all excretal matter should be treated with lime and removed in the same way as is done at Kennedy Town. Foo Sik might be employed for this as he does this work for the Kennedy Town Hospital. All clothing of patients on admission should be taken to the disinfecting station by the Sanitary Department coolies and returned by them after disinfection. Inspector Allen could arrange for this if the doctor would notify him when to send for the clothes, and soiled bedding should be treated in the same way, no new patient using bedding which had not been previously disinfected, a good stock of clothing and bed mats being kept to enable this to be done. Visitors to patients should not be allowed in the hospital at certain hours, and only when the doctor or clerk is present, so that they shall not touch the patients or sit on their beds. Pneumonic plague cases ought not to be received into this hospital but sent to the proper fever hospital at Kennedy Town. Dead bodies should be removed by uniformed coolies to the mortuary, and if the friends wish the burial to take place elsewhere than in Cheung-sha-wan the burial should be done by the authorities, or by the friends under permit from the Medical Officer of Health.

The Hon. President moved: The approval of the Board is required by the Infectious Diseases by-laws, and if approved this hospital will become one of the "appointed places" to which plague patients can be removed.

Mr. Fung Wa Chiu moved: I approve of 63, Third Street being used as a district hospital. I think the Government should establish similar hospitals in other parts of the city, instead of leaving it to the inhabitants to do it for themselves, as this is a matter conducive to the public good. Besides, it would avoid patients having to be carried all the way to Kennedy Town, and would also relieve the alarm of the sick and their relatives. It is believed that no few have died of fright.

Mr. Shelton Hooper moved: The idea is a good one, but I think if possible an isolated building should be selected if possible.

Mr. E. A. Hewett moved: We should have more of these local hospitals.

Mr. Lau Chi Pak moved: I am in favour of establishing small local hospitals. They will help to relieve the minds of the people and induce voluntary reports of plague cases. As a matter of fact two years ago the Board recommended the establishment of these hospitals. That the inhabitants of the Sai-yung-pun district, though the majority of them are poor, willingly came forward to raise subscriptions to maintain a hospital for their own sick, evidently shows that they object to the forcible removal of their sick and the undue interference of the Sanitary authorities.

## MARKET FOR QUARRY BAY.

Correspondence regarding the erection of a market at Quarry Bay was laid on the table, on which His Excellency the Governor, Sir Matthew Nathan, intimated that the Director of Public Works should be asked to select a site and estimate the cost of a market for 50 stalls. His Excellency being inclined to think the erection of this market is justified by the considerable and growing population in the neighbourhood of Quarry Bay.

## PLAGUE IN INDIA.

A statement was submitted showing the plague seizures and deaths in India for the week ending 7th April, 1906, which showed a total for the whole of India of 23,355 seizures, and 19,727 deaths. Mr. Shelton Hooper moved: The percentage of deaths from plague, relative to the number of cases, seems much less than in Hongkong.

## CENSUS FOR 1906.

Correspondence regarding the taking of a census in 1906 was submitted, in which the Hon. the Registrar-General submitted that these censuses entailed a lot of work and expense and the Hon. the Colonial Secretary concurred. The last census cost \$2,197.97 and this money would be needed for other purposes. His Excellency the Governor said he thought it ought to be taken. The expenditure this year for taking the census was estimated at \$4,000, and June was considered the best month for taking it. His Excellency approved of the estimate. Mr. P. P. J. Woods was appointed census officer. As regards the time for taking the census His Excellency said he did not think it desirable to take a census in the middle of a plague season which promises to be a severe one, and asked for the views of the Sanitary Board.

## INSPECTION OF GOVERNMENT BUILDINGS.

Correspondence was submitted regarding the inspection of Government buildings by officers of the Sanitary Board was laid on the table, the consensus of opinion being that in such buildings as hospitals where there were resident medical officers responsible for the sanitary conditions, it should not be considered necessary for such inspection.

## OVERCROWDING.

Returns submitted showed that during April, 1906, 521 persons were displaced as the result of prosecutions for overcrowding in the City of Victoria, Hongkong.

Mr. Lau Chi Pak moved: It would be interesting to know where displaced persons have moved to?

Mr. Fung Wa Chiu moved: I expect they have gone out of the Colony.

## PUBLIC WATER.

The report of the Government analyst upon samples of water taken from various parts of the Colony during the month of April, 1906, showed the water to be of excellent quality.

## A FLOURISHING INSURANCE COMPANY.

## THE STATE FIRE CO., LTD.

Although only established some fifteen years ago, the State Fire Insurance Company, Ltd., whose head office is at Liverpool, has quickly taken a place in the front rank of insurance societies and its position is stronger to-day than ever it was. At the annual meeting which was held last month the chairman was in a glowing account of the year's work which was well calculated to satisfy all shareholders. The net premiums for the year amounted to £148,000 and the revenue account after payment of various items showed a return of £17,612. The net losses, including expenses and commission, etc., were £130,126, leaving a credit balance of £18,486. An interim dividend of 3 per cent having been paid it was agreed to pay a final dividend of 4½ per cent, making the total dividend for the year 7½ per cent. £30,000 was transferred to the reserve fund, thereby increasing it to £1,000,000 and a net balance of nearly £7,000 was carried forward. The *Pollyholder*, in commenting on the position of the State Fire Insurance Company, says:—"The report is a most satisfactory record of prosperity. The cautiousness of the directors as regards the extension of the business and the dividend declaration is to be commended. To some persons the slight drop in the premium income may appear to be a sign of weakness, but this is not the case. The reduction is entirely due to a falling off of the American income, and is the outcome of a revision of that branch of the Company's operations. In 1904 the United States premium income was \$190,477, whilst last year it amounted to \$207,759. It is evident, therefore, that the business in other quarters has shown substantial growth, and that the Company's commitments are better distributed than they were in 1904." Burglary insurance is now undertaken by the Company, which should appeal to householders in Hongkong. The State Fire Insurance Company, Limited, is represented in Hongkong by Messrs. W. Humphreys and Co. who, in face of this report, should be able to place a considerable proportion of business in the Colony.

## CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed. Correspondents in this column.]

## THE ENGLISH CHURCH AT KOWLOON.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—In my letter of appeal for funds for furnishing the new Church of St. Andrew, Kowloon, (which you kindly published in your last Friday's issue) I find that unintentionally I have done Mr. Osborne injustice in ascribing to him greater generosity than he is willing to take credit for.

As some friends are sharing with him the cost of the peal of tubular bells, he prefers that the gift should be ascribed not to "Mr. E. Osborne's generosity," as my letter stated, but as provided "by subscriptions collected" by him. I shall be glad if you will allow this rectification to appear in your paper.

Our thanks, nevertheless, are due to Mr. Osborne for the help he is obtaining from his friends, as well as for that he is himself giving. Already a very gratifying response is being made to the appeal just sent out. I shall be glad if I might send you a list of the gifts and promises made, in a day or two, for publication.—Yours sincerely,

A. J. STEVENS,  
Acting Chaplain.

St. John's Cathedral,  
Hongkong, 14th May, 1906.

[The above letter was received 100 late for insertion in yesterday's issue.—Ed., H.K.T.]

## CLAIM FOR DEPOSIT.

In Summary Jurisdiction this morning, before His Honour Mr. A. G. Wise, Puisne Judge, Leung Yau, engineer, of No. 104, Des Vaux Road, Central, sued Leung Lai Chuen, *q/c* A. Choo, of No. 33, Des Vaux Road, Central, partner in the firm of A. Choo and Company, for the recovery of the sum of \$400, being the amount of money deposited with the defendant by plaintiff on 6th March, 1905.

Mr. H. Gardiner, of Mr. O. D. Thomson's office, appeared for the plaintiff, and Mr. E. J. Grist, of Messrs. Wilkinson and Grist, represented the defendant.

Mr. Gardiner said this money was deposited on the 6th March last year.

Mr. E. J. Grist: I don't wish to interrupt my friend, but I understood that the parties had met and that a settlement had been arrived at, and so I am utterly unprepared to go on.

His Honour (to Mr. Gardiner): But you knew something about this; I mean you had something in your mind when you mentioned it to me in Chambers.

Mr. Gardiner: That is true, my Lord; but I am now informed that the parties have not after all come to terms.

Mr. Grist: I must ask for an adjournment.

His Honour: Well, let the case be put on Friday's list and if it is settled in the meantime, well and good.

Mr. Gardiner: I've no objection to that course, my Lord, and I think it may be settled in the meantime.

His Honour: Well, you'll have plenty of time. Let it be Friday's list.

## THE JAPANESE BUDGET.

## AN INCREASED REVENUE.

The total revenue of the Japanese Empire from taxes for the half-year ending March 31st, last was estimated at ¥289,766,218, of which sum ¥126,730,226 was receivable from the special war taxes. According to the *Osaka Shimbun*, the revenues from the Saké tax, Sugar Consumption tax, and the profit of the Salt Monopoly and other items show a decrease compared with the amount estimated, but the increase in the receipts from the Woolloon Goods tax, Customs, Mining tax and other more than counterbalances the deficit. The taxes due up to the end of February have been received. It is now believed certain that a total revenue of ¥266,838,403 can be received for the last fiscal year, which sum is over ¥6,100,000 in excess of the estimate.—*Japan Chronicle*.

## THEFT OF EYE-GLASSES.

## ACCUSED CONVICTED.

Edward Cullen Elliot, who had lately severed his connection with Mr. Lazarus, the optician, and who was arrested recently by virtue of a warrant made out by A. S. Tuxford, the manager, was brought up on remand at the Magistracy this afternoon on a charge of stealing, during the month of April, a pair of rimless eyeglasses and leather case, valued at \$5, the property of the firm. Sergt. Eerner watched the case for the police. Mr. Otto Kong Sing informed the Court that he no longer represented defendant. A European witness said he knew the defendant. Sometime in April last, at the Seamen's Institute, Wanchai, witness saw the case and glasses, which were produced by the defendant. The question of eye-sight arose, and as witness remarked that his eye-sight was not good, defendant asked him to his room, where he showed him the glasses. A pair suited witness and defendant gave it him as a present, the case was handed over a day or so later.

His Worship: Did you ask him if they were his glasses? I suppose you knew he was working at Lazarus?

Witness: He told me they were his property. I did not know until later that they were not his.

His Worship: Didn't you think it rather strange that he should have a dozen pairs of glasses?

Witness: No. I thought it quite feasible that being in that trade he should have glasses of his own.

Defendant: Didn't you tell me that your eyes were bad?

Witness: I did.

Defendant: (to the Court)—I gave him the glasses as he could not afford to pay for them. A. S. Tuxford, manager of N. Lazarus, optician, said that defendant was in his employ from 24th March until the 24th of April, when he left without giving notice. Witness got suspicious when he heard that defendant was in Macao doing optician work. The glasses and case in Court belonged to his firm.

Defendant: Do you remember me selling a pair of glasses when I was in your place, and when you returned you gave me a calling down because I did not sell them for \$5.

Witness: Yes, when you had been in the firm for two days.

Defendant: And didn't you know that I myself bought those glasses for \$1 for the first witness? I paid the money out of my own pocket. The glasses only cost forty cents.

Witness: No.

Defendant: Is it not a fact that on several occasions entries were not made in the books until few days later?

Witness: Yes, in one instance.

Defendant said he paid for the glasses for the first witness, remarking that if they did not fit him, he could have them changed.

The statement that he had a dozen glasses at his house was incorrect. As regards Macao business, he went to Macao on theatrical business. His Worship sentenced the defendant to three weeks' hard labour.

## THE WRECKED "CHUKONG."

## COURT OF INQUIRY.

Kam Yek was called, and stated that he was the boatswain of the *Chukong*. He was on deck when the steamer went down. He went on deck at 5 a.m. and the steamer went down at 5.30 o'clock. He went to bed at 9 o'clock the previous evening.

At this stage his Worship ordered the man to be sworn and warned him to tell the truth. When he went to bed the wind was not very strong, but when he got up at 5 a.m. the wind was very strong and the sea very rough. At midnight he got up once. Contradicting himself, witness said he got up at 10 p.m. When he got up on deck at 5 a.m. he got the "sammans" ready, as he found there was danger. Nobody told him, he got them ready himself. He got all four "sammans" ready. There were only four in the ship: two on each side of the middle of the ship. Three "sammans" got into the water, but one was floating. When he got the boats ready he put plugs in them. He took the covers off and put them on deck.

His Worship: Who told you to do so?

The chief officer told me the night before. His Worship: Then why did you not do it the night before?—I did it the night before.

His Worship: But you have just told us you got the boats ready when you went on deck at 5 a.m.—I took the awnings off the night before.

Witness, continuing, said he did not see any awning spread in the morning.

His Worship: Besides getting the boats ready, what else did you do?—When the vessel was foundering I was told by the chief officer to spread out the awning on the starboard side.

To Captain Davison witness said when he went on deck at 5 a.m. the ship was listing. He did not know when the ship first heeled over it was before he went on deck.

To his Worship witness said when he was going on deck he saw water in the 'tween decks. He slept on the other side and no water came there. The water got in through the ash-shoots; they were not secured. They ought to be secured, but he did not know how they should be, because he only went on board two days before the steamer left Hongkong.

He did not know whether they were moveable ash-shoots, or fixed to the ships side. Efforts were made to get the water out of the 'tween decks, by the use of bucket. They were using buckets at 5 a.m.

The owner of the *Chukong* was called and stated that he bought the vessel about three years ago. She was chartered by a party in Amoy and the charterer had come to take her to Amoy. She was intended to be used on the run between Amoy and Chin-chiu. The rice was consigned to merchants in Amoy. The captain had been a long time in the ship, as had the second engineer; all the rest of the crew were new. The vessel was insured a few days before she sailed, for \$50,000, in the Union Commercial Company, and not in any other company. It was an ordinary insurance and not taken out on account of any extraordinary risks. The cargo was insured for \$7,000 in the Yuen See Exchange Insurance Company.

Further evidence having been taken, the Court found as follows:—

## THE FINDING.

We find that the British steamer *Chukong*, official number 100,865 of Hongkong, of which William Bright was master, the number of whose certificate as master was 022,623, left Hongkong about 6.30 p.m. on the 26th April.

last, bound for Amoy. She carried a crew of 28 all told, 40 tons of coal and a cargo of 150 tons of rice. The *Chukong* was a steel vessel of 385 registered tonnage. She was built in 1899 at Nagasaki, Japan, and had two decks and four bulkheads. Her engines were inverted triple-expansion, two in number, and she had one steel boiler. It appears from the evidence before this Court that the *Chukong* when off Swatow, on the evening of the 27th April, experienced a strong north-westerly monsoon, which was so strong that it was estimated about 8.30 p.m., the blowing down of the engines. The force of the wind and sea increased to such an extent that by 5 a.m. on the following morning the amount of water shipped caused a considerable list to port. As this list increased the starboard propeller needed to such an extent that it was practically useless, and the port propeller not having sufficient power to control her movements the vessel became unmanageable, and, at about 5.45 a.m. on the 28th April, foundered. The only boat able to be used was one on the port-quarter, and by its means, and that of a raft—one of the four carried—14 of the crew were saved, all Chinese with the exception of the chief engineer, Mr. Rutter.

After carefully considering the evidence, the Court finds difficulty in forming an opinion as to the exact cause of the casualty; but it appears fairly conclusive that water found its way through the deck due to insufficient protection from the heavy beam seas experienced, and that this fact, combined with a possible shifting of the cargo, affected the ship's stability and would account for her loss.

The first-class cruiser *Monmouth* was commissioned on 10th ult. by Captain John A. Tuke, to relieve the first-class cruiser *Andromeda*, Captain Robert N. Ommaney, on the China Station. She left for the Far East on 12th ult. Amongst the officers appointed to the *Monmouth* are Commander H. L. Mawbey, Lieutenants B. A. Smith (first lieutenant), L. P. Ritchie (gunnery officer), N. A. Marshall (torpedo officer), and Midshipmen N. D. Haebrooke, J. A. H. Seafie, I. F. B. Carslake, H. H. Bousfield, H. E. Smyth, F. W. Crowther, A. D. Read, F. T. de M. Morgan, H. E. Snapp, E. G. Ebbelwhite, H. M. Hughes, H. Owen, and F. A. P. Foster.

## COMMERCIAL.

## TO-DAY'S EXCHANGE.

| Selling.           |            |
|--------------------|------------|
| on loan—Bank T.T.  | 2 1/2 1/16 |
| Do demand          | 2 1/2      |
| Do 4 months' sight | 2 1/2      |
| on loan—Bank T.T.  | 2 1/2      |
| Do demand          | 2 1/2      |
| Do 4 months' sight | 2 1/2      |
| on loan—Bank T.T.  | 2 1/2      |
| Do demand          | 2 1/2      |
| Do 4 months' sight | 2 1/2      |
| on loan—Bank T.T.  | 2 1/2      |
| Do demand          | 2 1/2      |
| Do 4 months' sight | 2 1/2      |
| on loan—Bank T.T.  | 2 1/2      |
| Do demand          | 2 1/2      |
| Do 4 months' sight | 2 1/2      |

Optimum quotations. To-day's quotations are as follows:—

|                 | Per picul   |
|-----------------|-------------|
| Malwa New       | @ 940       |
| Old             | @ 970/1,070 |
| Older           | @ —         |
| Oldest          | @ —         |
|                 | Per chest   |
| Patna New       | @ 856       |
| Old             | @ 864       |
| Older           | @ 864       |
| Oldest          | @ 864       |
| Persian (Paper) | @ 786       |

## To-day's Advertisements.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW, the 16th May, 1906, at 11 A.M., at No. 15, Gage Street, and Floor, THE WHOLE OF THE HOUSEHOLD FURNITURE. TERMS:—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 15th May, 1906.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "PESHAWUR" FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:— From London, &c. From Italy.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 21st instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 15th May, 1906.

## JUST LANDED.

A FRESH CONSIGNMENT OF ANGLO-SWISS CONDENSED MILK (Milkmaid Brand). Guaranteed to be fresh and wholesome. Exceptionally low prices for retail and wholesale buyers. Per dozen tins \$1.50. Per Case of 4 dozen tins \$5.50. H. RUTTONJEE, Hongkong and Kowloon. Hongkong, 15th May, 1906.

## Intimations.

## THE

## ROBINSON PIANO CO., LD.

## NEW PIANOS

\$70 CASH

AND 18 PAYMENTS OF \$30 EACH

OR \$385 CASH.

GREAT STRENGTH AND SUPERIOR

TO ANYTHING IN THE COLONY.

Steinway,

Bechstein,

Krauss,



Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FOURTHLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

EUROPEAN SERVICE.

| FROM                  | STEAMERS     | TO       | DATE |
|-----------------------|--------------|----------|------|
| GLASGOW and LIVERPOOL | "IDOMENEUS"  | 23rd May |      |
| GLASGOW and LIVERPOOL | "AJAX"       | 31st "   |      |
| GLASGOW and LIVERPOOL | "MEMNON"     | 7th June |      |
| GLASGOW and LIVERPOOL | "STENTOR"    | 14th "   |      |
| GLASGOW and LIVERPOOL | "PROMETHEUS" | 21st "   |      |
| GLASGOW and LIVERPOOL | "PATROCLUS"  | 28th "   |      |
| GLASGOW and LIVERPOOL | "PING SUEY"  | 4th July |      |
| GLASGOW and LIVERPOOL | "ANTENOR"    | 11th "   |      |

The S.S. "Rhipeus" left Singapore on the 12th inst. for Nagasaki (direct).  
The S.S. "Calchas" is due here on the 19th instant.

HOMeward.

| FOR                         | STEAMERS     | TO       | DATE |
|-----------------------------|--------------|----------|------|
| *GENOA, MARSEILLES & L'POOL | "CALCHAS"    | 20th May |      |
| AMSTERDAM, LONDON & ANTWERP | "MOYUNE"     | 22nd "   |      |
| AMSTERDAM, LONDON & ANTWERP | "JASON"      | 5th June |      |
| AMSTERDAM, LONDON & ANTWERP | "DEUCALION"  | 12th "   |      |
| *GENOA, MARSEILLES & L'POOL | "AJAX"       | 19th "   |      |
| AMSTERDAM, LONDON & ANTWERP | "HYSON"      | 26th "   |      |
| LONDON, AMSTERDAM & ANTWERP | "PROMETHEUS" | 3rd July |      |
| *GENOA, MARSEILLES & L'POOL | "PATROCLUS"  | 10th "   |      |
| LONDON, AMSTERDAM & ANTWERP | "PING SUEY"  | 17th "   |      |

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH  
THE NORTHERN PACIFIC RAILWAY CO.  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON PORTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

EASTWARD.

| FOR                                                                                           | STEAMERS  | TO        | DATE |
|-----------------------------------------------------------------------------------------------|-----------|-----------|------|
| VICTORIA, SEATTLE, TACOMA, and<br>all PACIFIC COAST PORTS, via<br>NAGASAKI, KOBE and YOKOHAMA | "STENTOR" | 10th June |      |

WESTWARD.

| FROM                                           | STEAMERS  | TO        | DATE |
|------------------------------------------------|-----------|-----------|------|
| TACOMA, SEATTLE, VICTORIA and<br>PACIFIC COAST | "YANGTZE" | 19th May  |      |
|                                                | "KEEMUN"  | 16th June |      |

The S.S. "Yangtze" left Kobe on the 11th instant for Hongkong via Moji, and  
is due here on the 19th.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 15th May, 1906.

CHINA NAVIGATION CO. LIMITED.

| FOR                                                                                                                | STEAMERS   | TO       | DATE |
|--------------------------------------------------------------------------------------------------------------------|------------|----------|------|
| SHANGHAI                                                                                                           | "KIUKIANG" | 21st May |      |
| MANILA                                                                                                             | "TEAN"     | 22nd "   |      |
| SHANGHAI                                                                                                           | "SHANBI"   | 23rd "   |      |
| ZAMBOANGA, PORT DARWIN,<br>WIN, THURSDAY ISLAND, COOK<br>TOWN, CAIRNS, TOWNSVILLE,<br>BRISBANE, SYDNEY & MELBOURNE | "TSINAN"   | 30th "   |      |

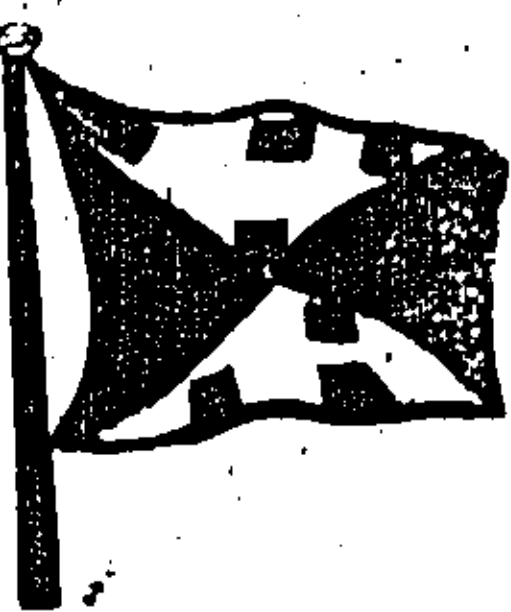
1 Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
2 The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.

1 Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.

For Freight or Passage, apply to

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 15th May, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon and ships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain.  | For             | Sailing Dates.                 |
|------------|-------|-----------|-----------------|--------------------------------|
| ZAFIRO     | 2540  | R. Rodger | MANILA (DIRECT) | SATURDAY, 19th May,<br>at Noon |
| RUBI       | 2540  | R. Almond | "               | SATURDAY, 26th May,<br>at Noon |

For Freight or Passage, apply to

**SHEWAN, TOMES & CO.,**  
GENERAL MANAGERS.

Hongkong, 12th May, 1906.



HONGKONG-NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast).

| Steamship     | About             |
|---------------|-------------------|
| "RAMSAY"      | 22nd May          |
| "ANGLO SAXON" | Beginning of July |

For Freight and further information, apply to

**SHEWAN, TOMES & CO.,**  
General Agents.

Hongkong, 11th May, 1906.

Insurance.

**NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.**  
THE Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN AND CHINESE RISKS at  
CURRENT RATES.

SIRMSSEN & Co.  
Hongkong 28th May, 1895.

NOTICE.

THE Public are hereby informed that no  
change has been made in the Rates of  
subscription to the Hongkong Telegraph and  
they are warned against paying more than  
TEN CENTS (10 cts.) per Single Copy.  
THE MANAGER,  
Hongkong Telegraph Co., Ltd.  
Hongkong, 10th September, 1905.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain T. AUSTIN, R.M.R.

THIS Steamer departs from Hongkong on  
Week Days, at 7.30 A.M. and on Sundays  
at 8 A.M. Departs from Macao on Week  
Days at 2.30 P.M. and on Sundays at 5.30 P.M.,  
if tide permits.

FARES.—Week Days, 1st Class, including  
Cabin and servant, Single \$3; Return Ticket,  
\$5; 2nd Class, \$2; 3rd Class, 50 cents.  
On and after Sunday, 20th inst., inclusive,  
every Sunday will be an Excursion, at the  
following rates:—1st and 2nd Class, Single, \$2;  
Return, \$3; 1st Class, Single with Cabin, \$2;  
Return, \$3; 3rd Class, Single, 50 cents; Re-  
turn, 80 cents.  
All Meals can be supplied on Board at \$1  
each Meal.

First Class Passengers, who do not care to  
return on the Excursion Sunday, will be allowed  
to do so the following day (Monday) on pro-  
duction of the Return Half Ticket. Should  
the Steamer not run on the Monday, owing to  
the Boiler cleaning, due notice will be given  
by the Captain, and the Half Ticket will be  
available for the following day.  
The Steamer is lit throughout by Electricity.  
The Steamer's wharf at Hongkong is at the  
Western end of Wing Lok Street.

SAM WANG Co.  
Hongkong, 10th May, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW" 1,309 Tons. Captain  
"KWONG TUNG" 1,338 Tons. R. RAMSEY.  
Leave Hongkong for Canton at 9 every  
evening (Saturday excepted).  
Leave Canton for Hongkong about 5.30  
o'clock every evening (Sunday excepted).  
These Fine New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity. Electric Fans  
in First Class Cabins.  
Passage Fare—Single Journey \$4  
Meals ..... \$1 each.

Excursions to MACAO every SATURDAY  
at 6 P.M., and every SUNDAY at 8.30 A.M.,  
returning on SUNDAY at 10 A.M. and 5.30  
P.M.

FARES:—1st Class single \$2 with cabin \$3.00,  
return \$3 ..... 5.00.  
2nd Class single \$1, return ..... 1.50.  
Breakfast, Tiffin and Dinner \$1.00 each.  
The Wharf in Hongkong is at the Western  
end of Wing Lok Street.

SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.  
Hongkong, 17th April, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

| For                           | Steamship   | On                          |
|-------------------------------|-------------|-----------------------------|
| SINGAPORE, PENANG & CALCUTTA. | "LAISANG"   | WEDNESDAY, 16th May, 3 P.M. |
| MANILA                        | "LOONGSANG" | FRIDAY, 18th May, 4 P.M.    |
| SINGAPORE and SOERABAYA       | "CHUNSAUNG" | SATURDAY, 19th May, 3 P.M.  |
| KUDAT and SANDAKAN            | "MAUSANG"   | SUNDAY, 20th May, Daylight. |
| TIENSIN                       | "CHIPSING"  | TUESDAY, 22nd May, 4 P.M.   |

These Steamers have superior accommodation for First-class Passengers, and are fitted  
throughout with Electric Light.

Taking Cargo on through Bills of Lading to Lahad Datu, Simporna, Tawau, Usukan, Jesselton  
and Labuan.

For Freight or Passage, apply to

**JARDINE, MATHESON & CO.,**  
General Managers.

Hongkong, 15th May, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

| Steamship   | Tons  | Captain    | To Sail at Daylight on |
|-------------|-------|------------|------------------------|
| "ARABIA"    | 4,483 | Metzenhain | May 22nd.              |
| "ARAGONIA"  | 5,198 | Ernst      | June 11th.             |
| "NICOMEDIA" | 4,370 | Wagemann   | June 21st.             |
| "NUMANTIA"  | 4,370 | Feldmann   | July 14th.             |

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
inter States Ports. For through rates of Freight and further information, communicate  
with or apply to

S. SILVERSTONE, Acting General Agent.

Consignees.

FROM HAMBURG, ROTTERDAM,  
PENANG AND SINGAPORE.

THE H. A. L. Steamship

"ANDALUSIA,"  
Captain Schmidt, having arrived from the  
above Ports, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the hazardous  
and/or extra hazardous Godowns of the Hong-  
kong and Kowloon Wharf and Godown Com-  
pany, Limited, Kowloon, whence delivery may  
be obtained.

Optional Cargo will be forwarded unless  
notice to the contrary be given before TO-  
DAY.

Any Cargo, impeding her discharge will be  
landed into the hazardous and/or extra hazar-  
dous Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Limited, and stored at  
Consignees' risk and expense.

All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.

No Claims will be admitted after the Goods  
have left the Godowns and all Goods remain-  
ing undelivered after TUESDAY, the 15th  
instant, will be subject to rent.

All broken, chafed and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 18th May, 1906, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 11th May, 1906.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ROON,"

having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the hazardous  
and/or extra hazardous Godowns of the Hong-  
kong and Kowloon Wharf and Godown Com-  
pany, Limited, Kowloon, whence delivery may  
be obtained.

Optional Cargo will be forwarded unless  
notice to the contrary be given before 11 A.M.  
TO-DAY.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after TUESDAY, the 15th  
instant, will be subject to rent.

All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on TUESDAY, 15th instant, at  
9.30 A.M.

All Claims must reach us before the 21st  
instant, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the  
Undersigned.

NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
Agents.

Hongkong, 9th May, 1906.

Consignees.

S.S. "SALAZIE,"  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London  
ex s.s. *Dardogne* and *Charente*, from  
Havre ex s.s. *Charante*, and from Bourdeaux  
ex s.s. *Cambrai*, in connection with above  
Steamer, are hereby informed that their  
Goods, with the exception of Opium, Treas-  
ure and Valuables are being landed and  
stored at their risk into the hazardous and/or  
extra hazardous Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Limited, at  
Kowloon, whence delivery may be obtained  
immediately after landing.

Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before Noon TO-DAY, requesting it to be  
landed here.

Bills of Lading will be countersigned by the  
Undersigned. Goods remaining unclaimed  
after MONDAY, the 21st instant, (11 Noon), will  
be subject to rent and landing charges.

All claims must be sent in to me on or before  
the 21st instant, or they will not be recognised.

All damaged packages will be examined on  
MONDAY, the 21st instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 14th May, 1906.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Steamship

"CATHERINE APCAR,"  
having arrived from the above Ports, Con-  
signees of Cargo are hereby informed that  
their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed  
at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the  
16th instant, will be landed at Consignees' risk  
and expense into the hazardous and/or extra  
hazardous Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and  
PENANG are requested to take IMMEDIATE  
DELIVERY of their Goods from alongside,  
such Cargo impeding the discharge of the vessel  
will be landed and stored at Consignees' risk and  
expense.

No Fire Insurance has been effected.

DAVID SASSOON & Co., LIMITED.  
Agents.

Hongkong, 14th May, 1906.

Hotels.

OCCIDENTAL  
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS.

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 10th May, 1906.

ORIENTAL HOTEL,  
MACAO.

A FIRST CLASS HOTEL, situated in the  
Centre of Praya Grande with splendid  
view of the harbour.

LARGE AND LOFTY ROOMS,  
Elegantly Furnished.

EXCELLENT CUISINE.

WINES AND SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT FOR RESIDENTS AND  
TOURISTS.

For Terms, &c., apply to—

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Macao, 16th October, 1905.

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Hongkong, 7th May, 1906.

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A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS  
(if required).

ELECTRIC PASSENGER ELEVATOR to each  
floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—

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Hongkong, 4th December, 1905.

Shipping—Steamer.

FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain A. Stewart, will be despatched for the  
above Ports, on TUESDAY, the 22nd instant;  
at Noon.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,  
Agents.

Hongkong, 14th May, 1906.

THE CHINESE PENAL CODE.

One of the most important of the many im-  
portant changes now being introduced into  
China is the re-modelling of the penal code  
upon which His Excellency Wu Ting-fang and  
some others are engaged. It is quite plain  
that if China is ever to secure the abolition of  
extra-territoriality it will only be after she has  
convinced the foreign Powers that she has a  
code comparable with those of the West and a  
judiciary above suspicion of dishonesty in its  
administration. That this will take time is  
certain. That the first step towards it is that  
now being taken is no less sure. There are  
many things in Chinese law which in theory  
appeal to the judicial mind as being almost all  
that might be desired, but in practice leave  
much to be condemned. Even in the West the  
most perfect paper schemes sometimes fail  
when put to the test, and as China has been  
decadent for long, it is not to be wondered at  
that her penal practice is very different from  
her penal code.

For the beginning of her judicial system we  
should have to go back to the days of the  
Chows, when the Greeks were still round Troy,  
or Saul was King of Israel. There was certainly  
an elaborate codification accomplished in the  
Han Dynasty (B.C. 200 to A.D. 200) by Hsiao Ho,  
when no fewer than 359 distinct laws were placed in  
the statute book, with endless additional clauses and  
quotations. These in the case of capital pun-  
ishment alone ran to 409 of the first and  
13,472 of the latter. Hsiao Ho's monumental  
work has served as a model for all the codes of  
the various dynasties since his time.

The code at present existing is based largely  
upon that of the Ming, and is divided into  
seven sections relating to methods of punish-  
ment, officials and their responsibilities, fiscal  
and family laws, religious, ceremonial and  
sumptuary laws, laws relating to military or-  
ganisation and frontier defence, criminal laws,  
and laws relating to public works.

Strictly legal punishments are flogging with  
the bamboo, imprisonment or banishment, and  
death by strangulation or decapitation. The  
legal instruments are the bamboo, the cangue,  
the iron chain, the wooden manacles, and  
fetters of iron. There are permitted, however,  
two others at the discretion and on the respon-  
sibility of the magistrate—the finger-screw,  
and ankle-screw. There with the bamboo  
are the "three wooden instruments" so terribly  
known to the native delinquent. Mr. Giles,  
however, declares that "torture though not  
unknown in China, exists there practically in  
name only."

The Chinese recognise ten "heinous crimes":  
"rebellions, destruction of imperial trusts, treas-  
ury to the State, parricide, triple murder in  
one family, sacrilege, flag impiety, family  
discord, official insubordination, and incest.  
No mandarin, it would appear, ever attempts to  
master the vast agglomeration of statutes in the  
present code. He relies on the knowledge of a  
"law expert," much as the magistrate in Dick-  
wick did upon his clerk.

The section on fiscal and family law contains  
many interesting enactments. If a man adopts  
a son he must be a boy bearing the same sur-  
name. A son may not set up an establishment  
part from that of his father. Thus the family  
remains as the national unit. A man may have  
any reasonable number of concubines but only  
one wife.

Capital punishment is permitted in two forms  
—strangulation and decapitation. Recently it  
has been rumoured that in the new code the  
latter is to be abolished. The natives regard  
the loss of the head as being a far greater  
punishment than the mere loss of life, since in  
such cases the disembodied spirit must perforce  
present itself in the nether world in the mutilated  
form. There remain a very considerable num-  
ber of capital offences in Chinese law, such for  
example as the following:—High treason, par-  
ricide, and the murder of a master by a slave,  
which are theoretically punishable by *lingchi*, the  
frequency of which Giles vigorously denounces.  
Then follow others for which strangulation is  
the penalty—the theft of more than 712  
—robbery with wounding, highway robbery,  
kidnapping by violence, opening a coffin, homi-  
cide, attempted murder, accidental homicide,  
certain medical errors resulting in death, caus-  
ing to commit







